

DATE 2306Z 8 MAR 66

SECRET

1	DSA	9	MD
2	DDSA	10	"
3	EDSA	11	SS
4	DDA	12	ce
5	DDSA	13	LD
6	"	14	
7	DDSA	15	
8	ED	16	

25X1A

TO DIRECTOR

FROM

ACTION:

INFO

TOR 0007Z 9 MAR 66

OSA 1-20

IMMEDIATE

IN 92340

25X1A

IMMEDIATE

INFO PRIORITY

CITE

25X1A

25X1A

25X1A

NO NIGHT ACTION

REF:

25X1A

TO: GEN. LEDFORD FROM: KELLY JOHNSON

SUBJ: ARTICLE 342 ACCIDENT INVESTIGATION

FURTHER INVESTIGATION OF PARTS RECOVERED, INDICATE ARTICLE 342 STRUCTURALLY FAILED DUE TO EXCEEDING THE ENVELOPE STRENGTH. ANALYSIS OF THE VARIOUS BREAK POINTS REVEALS THAT THERE WAS NO PRIOR DAMAGE, NO SIGNS OF FATIGUE AND THE CONDITION OF THE METAL IS WITHIN SPECIFICATIONS.

THEREFORE, I FEEL THE EXTENSIVE INSPECTION WE OUTLINED IN REF MSG WILL NOT BE REQUIRED. HOWEVER, AS A CONFIDENCE CHECK FOR YOUR CUSTOMERS AT [REDACTED] WE SUGGEST THE FOLLOWING BE PERFORMED:

25X1A

I. VISUAL (THOROUGH) CHECK

A. MLG SUPPORT STRUCT.

1. FULCRUM FITTINGS

2. DRAG LINK STRUCT. (FUSELAGE)

3. BULKHEADS

A. F.S. 365

B. F.S. 342 (BETWEEN DUCTS)

B. SUMP TANK SUPPORT STRUCT.

C. WING FUSELAGE MAIN FRAMES

1. CONNECT TO UPPER LONGERONS

A. BOLTS

B. CLIPS

2. CONNECT TO LOWER LONGERONS

A. BOLTS

B. CLIPS

3. COMPLETE FRAME (WEB, PLATE & FITTINGS)

SECRET

GROUP 1  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
DECLASSIFICATION

25X1A

[ ] IN 92340)

S E C R E T

PAGE TWO

- A. F.S. 389
- B. F.S. 401
- C. F.S. 413
- D. F.S. 425
- E. F.S. 437
- F. F.S. 449
- G. F.S. 465

D. ENGINE SUPPORT STRUCT. & ATTACHMENTS

1. MAIN SUPPORT (F.S. 425)

- A. BALL PATS
- B. BALL BAT SUPPORT FITTINGS
- C. BALL BAT BRACE
- D. FORE & AFT SHEAR WEB

2. AFT ENGINE HANGER

- A. BOLT AND LINKS

- B. SUPPORT RING (INCLUDING ATTACH. TO LONGERONS)

E. UPPER & LOWER LONGERONS FROM F.S. 365 TO F.S. 510

F. AFT FUSELAGE JOINT

1. FWD OF F.S. 555

2. AFT OF F.S. 555

G. HORIZONTAL STABILIZER ROOT AREA (REMOVE FILLETS)

H. WING ROOT AREA (REMOVE FILLETS)

1. SKIN FOR CRACKS, BUCKLES, ETC.

2. RIVETS, BOLTS, ETC. FOR WORKING OR LOOSENESS

(NOTE: WING ATTACH BOLTS & FITTINGS WERE THOROUGHLY INSPECTED AT LAST WING REMOVAL.)

I. ALL SKIN/MAIN FRAME RIVETS FOR WORKING OR LOOSENESS (BETWEEN UPPER & LOWER LONGERONS).

II. DYE CHECK FITTINGS, CLIPS & STRUCTURE AS REQUIRED ON A SUSPECT BASIS.

III. X-RAY INSPECT STRUCTURE AS REQUIRED ON A SUSPECT BASIS.

IV. SONIC INSPECT STRUCTURE AS REQUIRED ON A SUSPECT BASIS.

V. CHECK TROQUE ON MAIN FRAME/LONGERON BOLTS & REPLACE AS NECESSARY.

- A. F.S. 389
- B. F.S. 401
- C. F.S. 413
- D. F.S. 425
- E. F.S. 437
- F. F.S. 449

VI. REMOVE PAINT ON THE LOWER SURFACE OF WING, BOTH SIDES, FROM THE ROOT RIB OUTBOARD 20 INCHES APPROXIMATELY. CHECK FOR CRACKS, CUPPED RIVETS OR SCRATCHES.

WE WILL STILL SEND THE THREE TECHNICIANS PLUS EQUIPMENT AS OUTLINED IN REF MSG. YOU ARE AWARE OF THEIR ITINERARIES.

END OF MESSAGE

S E C R E T